

APPENDIX 5

Definite 2030 UVTN Corridors

No.	City Sub-area	Primary Street of Segment	Between ...	And ...	Justification							Considerations in Recommendation
					Existing Linear Density	Existing Anchor Density	Existing Institution	Zoned Density	Existing Ridership	Connects UV with UC	Mobility within UV, UC	
1	C (SLU)	Fairview, Stewart/Virginia OR Westlake, Fairview, Eastlake	Stewart	University Dist.	x	x		x	x	x	x	This is the current Line 70 along Fairview/Eastlake. Alternative routing via Westlake (south of Valley) accommodates the possibility that the South Lake Union streetcar could achieve UVTN standards, and could be extended to the University District, thereby replacing the bus service. In all other streetcar scenarios, this bus service remains as UVTN.
2	CBD	1st, Cedar	Denny & QA Ave	3rd & Cedar	x	x	x	x	x	x	x	This short link connects the Queen Anne Ave corridor to downtown's 3rd Avenue Transit Spine
3	CBD	3rd	Cedar	Jackson	x	x	x	x	x	x	x	The Transit Spine, designed to accommodate the local UVTN corridors that flow north-south through downtown.
4	CBD	James OR Yesler, 9th	3rd	9th & Jefferson	x	x		x	x	x	x	Current service between downtown and First Hill is via James. Yesler/9th is a possible alternative that would avoid interaction with freeway traffic.
5	CBD	Olive OR Stewart OR Virginia	1st	I-5	x	x	x	x	x	x	x	These streets are included because they have significant all-day bus volumes, primarily due to major express bus corridors. They also handle high volumes of peak hour buses.
6	CBD	Pike/Pine	1st & Pike/Pine	Pine & Summit	x	x	x	x	x	x	x	The downtown "couplet" portion of Pike/Pine. This couplet will gradually be detached from north-south operations in the downtown, so that all services from Capitol Hill flow through to the vicinity of 1st Avenue.
7	CBD E	Yesler OR Jackson	1st	MLK	x	x		x	x		x	Jackson is a possible streetcar corridor, and streetcar could be the UVTN service if it extended to 23rd. Otherwise, Jackson or Yesler is needed as a bus corridor. Jackson is more intensely developed; Yesler is faster and more reliable because it avoids freeway traffic.

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8	E	14-15 Av, Boston, 10th Av E, Roanoke, Harvard	Jackson	University Dist.	x		x	x		x	x	A proposed new north-south corridor across Capitol Hill, designed to provide a complete grid of UVTN services connecting this area to both downtown and the University district, and also permitting easy local travel within the area. While Seattle U. fronts on 12th, it is readily accessible from Broadway. 14th is recommended to optimize spacing between Broadway and 23rd.
9	E	Broadway, 10th Av E, Roanoke, Harvard	Jackson	University Dist.	x		x	x	x	x	x	The LRT extension to Northgate is expected to serve Capitol Hill directly. At that time, Broadway service can be oriented north-south in order to function as part of a grid system, maximizing the range of possible trips.
10	E	Jefferson, Cherry	9th & Jefferson	MLK & Cherry	x	x		x	x	x	x	The existing Line 3/4 routing.
11	E	Madison	6th Av	23rd Ave	x	x	x	x	x	x	x	The two-way segment of Madison would be part of the UVTN out to 23rd, the last UVTN transfer point. Beyond that it becomes "candidate."
12	E	Madison, Marion	Western Av	6th Av	x	x	x	x	x	x	x	The downtown "couplet" portion of the Madison corridor. Service would be revised to run east-west across downtown to Western, ending with a direct connection to the Colman Dock pedestrian bridges.
13	E	Olive, John, Thomas	Pine & Summit	23rd & Thomas	x	x		x	x	x	x	Current alignment of Lines 8 and 43 east-west across Capitol Hill.
14	E	Pine, Union	Pine & Summit	MLK & Union	x		x	x	x	x	x	Pine, rather than Pike, is recommended from Summit to 14th, due to proximity to SCCC and more pedestrian-oriented uses. To complete a grid pattern, this segment would flow through to Union east of 14th.
15	E SE	23-24th Av	Montlake Stn	McClellan LRT	x	x			x	x	x	The major crosstown corridor now served by Lines 43 and 48. Future planning for I-90/Rainier station area should emphasize pedestrian connection from 23rd as well as Rainier for intra-UVTN connectivity.

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16	N	92nd St, 1st Av NE	92th & Meridian (NSCC)	Northgate LRT	x	x	x	x			x	This routing around the south side of NSCC and along 1st Avenue NE is important intra-Northgate circulation, although a pedestrian bridge between Northgate TC and NSCC is also recommended.
17	N	Aurora LIMITED STOP	Denny	145 St	x			x	x	x	x	"Rapid Bus" service, as identified in the Intermediate Capacity Transit (ICT) study, presumably continuing at least to Aurora Village. One possible configuration is to have fewer stops, but add an overlay local north of 85th, possible connected via Green Lake into Roosevelt LRT. Could be part of an ultimate Seattle-Everett BRT via Hwy 99.
18	N	Green Lake, 65th. (Options for Aurora to Wallingford Ave: Either Green Lake OR 85th, Wallingford)	85th & Aurora	Roosevelt LRT	x			x	x	x	x	Recommended as primary connection from NW 85 St corridor to LRT, but could also be used by a local service covering Aurora north of here. RECOMMENDED PROJECT to accommodate bus movements from 85th to Green Lake across Aurora, eliminating the need to operate the slow and constrained Wallingford Avenue segment used today.
19	N	Greenwood, Phinney, 43 St, Fremont	Fremont Br & Nickerson	NW 145 St (City limits)	x			x	x	x	x	The existing Line 5 corridor. Intended to continue north to Shoreline Community College.
20	N	N 45 St OR N 50 St.	Stone Way	University Dist.	x	x	x	x	x	x		The main east-west corridor through Wallingford, linking University District and Ballard. 45th is central to the demand but necessarily very slow. 50th may be the long-term alternative for through-service, leaving 45th for circulator service. To be studied.
21	N	Wallingford, Meridian (NSCC)	85th & Aurora	Northgate LRT		x	x	x		x	x	Another possible way to connect from NW 85 St to LRT. Important as access to NSCC and dense areas SW of there.
22	N	N 115 St, Meridian Av	115 & Aurora	105 & Meridian			x	x		x		Necessary to serve Northwest Hospital and the dense development on 115th east of Aurora.

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23	N	N/NE 40 St OR N/NE Pacific St.	Stone Way	University Dist.				x	x	x		Two options for the link between University District and Fremont. 40th is slower but is the historic bus route. Pacific is faster and has considerable recent development.
24	N NW	Holden, NE 105 St, Northgate Way	Crown Hill	Northgate LRT		x		x		x		The local link between the end of the monorail Green Line and Northgate TC.
25	NE	5 Av NE	Roosevelt LRT	Northgate LRT	x	x		x			x	A dense corridor mostly now served by Lines 66-67. Service is recommended to continue south to serve a portion of the Green Lake district.
26	NE	15 Av NE	University Dist.	Roosevelt LRT	x	x		x	x	x	x	Important circulation within and between the University District Urban Center and the Roosevelt Urban Village.
27	NE	15 Av NE, Pinehurst	Northgate LRT	145 St	x			x	x			Densest corridor extending north from Northgate, presumably continuing into Shoreline.
28	NE	25 Av NE	University Dist.	NE 65 St	x			x	x		x	Serves University Village and locally dense areas with heavy student housing. At 65th, service could turn west, unless Candidate corridor extending further north is developed.
29	NE	Lake City Way	Roosevelt LRT	145 St	x			x	x	x		A possible candidate for future limited-stop or Rapid Bus service flowing on into the county, but also a priority for intra-Seattle UVTN service due to the Lake City Urban Village.
30	NE	Montlake Av	Montlake Stn	NE 45 St	x		x	x	x		x	Circulation within the Urban Center of the University District
31	NE	NE 45 St, Sand Point	University Dist.	Princeton/S and Pt (NE 50 St)	x		x	x	x			Children's Hospital is a must-serve destination, supported by high densities in this segment. After Princeton, density is lower (though very high in spots) and no strong anchor is available. Defined as a Candidate corridor beyond Princeton (NE 55 St) to NE 74 St.
32	NE	NE 65 St	Roosevelt LRT	25 Av NE	x			x	x			Existing density supports this east-west corridor from Roosevelt LRT to 25 Avenue NE. Corridor could flow through to 25 Ave NE corridor extending south to University District.

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33	NE	Pacific St	Montlake Stn	University Dist.	x		x	x	x	x		Internal circulation within University District Urban Center, and likely routing of 23rd Avenue crosstown service. Connects to proposed Montlake LRT station.
34	NW	24 Av NW	NW 65 St	NW 85 St					x		x	Recommended by KC Metro staff as the strongest north-south corridor in the NW area, once 15th Avenue demand is partly shifted to monorail.
35	NW	Leary, 20 Av NW	20 Av & Market	14 Av NW & Leary	x	x		x	x	x	x	Approach route to Ballard for service to/from the east, recommended by KC Metro staff. Also important as internal circulation for Ballard.
36	NW	Leary, NW 39 St	14 Av NW & Leary	Stone Way				x		x		Ballard-Fremont link, flowing through to University District.
37	NW	Market, N 46 St	32 Av NW & Market	Stone Way	x			x	x	x	x	The main Ballard-Wallingford link, continuing to the University District. Identical to existing Line 45.
38	NW	NW 85 St	24 Av NW	Aurora	x			x	x	x	x	Very high-demand east-west corridor. Would continue to LRT (either Northgate or Roosevelt).
39	SE	1 Av S	Yesler	Spokane	x		x		x			Recommended as a local service segment even after most through-service is replaced by Monorail. Will require further review to determine operability in the light of stadium traffic.
40	SE	15 Av S, Albrow, through Georgetown and South Park to White Ctr	Jackson	Westwood/White Center		x		x		x	x	The current Line 60 alignment, providing circulation in Georgetown and South Park, then connecting these areas west to White Center. Density is intermittent, but the connection provided is important if South Park is to be an Urban Village. (Note: South Park Bridge is essential for this alignment.)

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41	SE	4 Av S, Michigan, 1 Av S Br, SR 99 LIMITED STOP	Spokane	South Park is last Seattle stop. Could continue to Burien.				x	x	x		Direct service between South Park and downtown, reflecting South Park's role as an Urban Village. Designated as limited-stop because there is no significant local market between Michigan and Spokane, which in turn raises the possibility that this could be a future Rapid Bus project linking Seattle and Burien. Requires new connection from 4th & Michigan to 1st Av S bridge. Alternative: Continue 1st Av S local corridor to South Park.
42	SE	Beacon, Myrtle, Othello	12th & Jackson	East end of Othello	x		x		x	x	x	Beacon to Myrtle is a strong corridor despite some permanent gaps in development. Corridor would turn east at Myrtle and flow through into Othello, serving Othello LRT and ending at Seward Park Avenue. Beacon south of Myrtle lacks the density for UVTN service.
43	SE	E3 Transitway, LIMITED STOP	King St LRT	Spokane					x			Important for regional rapid transit, both bus and rail, for the foreseeable future.
44	SE	Rainier, Rainier Beach	Jackson	Henderson LRT	x	x		x	x	x	x	One of the city's densest transit markets, with a nearly continuous Urban Village designation. LRT on parallel ML King Blvd will remove some of the demand for long-distance trips along this corridor, but UVTN service will continue to be needed to handle local demand, especially as further growth occurs.

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45	SE SW	Columbia, Alaska, Spokane, Admiral	Rainier & Alaska	63 Av SW & Admiral		x		x		x		East-west crosstown corridors are hard to draw on the south side of Seattle, because of significant bottlenecks, the lack of through streets, and the gap in demand in the industrial area. One corridor, however, is justified, using Spokane Street (surface lanes, permitting direct connections to both monorail and other buses). East end flows into Columbian Way to connect with Rainier at Alaska. West end flows into the Admiral corridor to Alki Beach. Connects to Delridge monorail station and Columbia City LRT station.
46	SW	California	Admiral	Morgan Jct	x			x			x	Given the monorail stations at Alaska Junction and Morgan Junction, this becomes an entirely local corridor, already developed densely enough to support UVTN service.
47	SW	Delridge	Spokane	Westwood/ White Center	x	x		x	x	x	x	A strong corridor with substantial density built or zoned, and Seattle's direct link to the Westwood and White Center area. Connections to the monorail at Delridge station are assumed.
48	SW	Morgan, 35 Av SW, Roxbury	Morgan Jct	Westwood/ White Center		x		x		x		A link from the monorail terminus at Morgan Junction to Westwood and White Center. Probably flows through to the California Avenue service. Serves most of the denser development along 35 Ave SW, the rest of which is considered a Candidate corridor.
49	W	5 Av N, Taylor Av N, Boston	Denny & 5 Av N	3 Av W & McGraw	x			x	x	x		The current Line 3/4 corridor serving the east slope of Queen Anne Hill and the east side of Seattle Center.
50	W	Dexter, Nickerson	Denny & Dexter	Fremont Br & Nickerson	x	x	x	x	x	x	x	An important transit resource for CBD-Fremont travel, and part of the larger South Lake Union area.

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51	W	Nickerson, 15 Av W	Dravus & 15 Av NW	Fremont Br & Nickerson	x	x	x		x			Nickerson service logically connects to the Dravus monorail station once it is complete. Important not just for monorail connections but also for local connections within Queen Anne/Magnolia area.
52	W	Olympic, 10 Av W, Gilman Dr W	Denny & QA Ave	Dravus & 15 Av NW	x					x		Existing Line 1 from downtown to 10th Av W & Howe. From here, existing line continues north but density pattern is stronger via Gilman, which also provides the only operable connection to Dravus monorail station.
53	W	Queen Anne Ave., McGraw, 3rd Av W	Denny & QA Ave	Nickerson & 3rd Av NW	x			x	x	x	x	Existing Line 13, the main link between downtown, Upper Queen Anne, and Seattle Pacific University.

* Areas (used to assist in locating corridor on map)

C(SLU

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S of Ship Canal, north of Denny, between Aurora and I-5 (South Lake Union)

CBD

S of Denny, N of Jackson, W of I-5 (Downtown Seattle)

E

E of I-5, S of Ship Canal, N of Jackson

N

N of Lake Union and Ship Canal, between Aurora and I-5

NE

N of Ship Canal, E of I-5

NW

N of Ship Canal, W of Aurora

SE

East of 1st Av South, S of Jackson

SW

West of 1st Av South